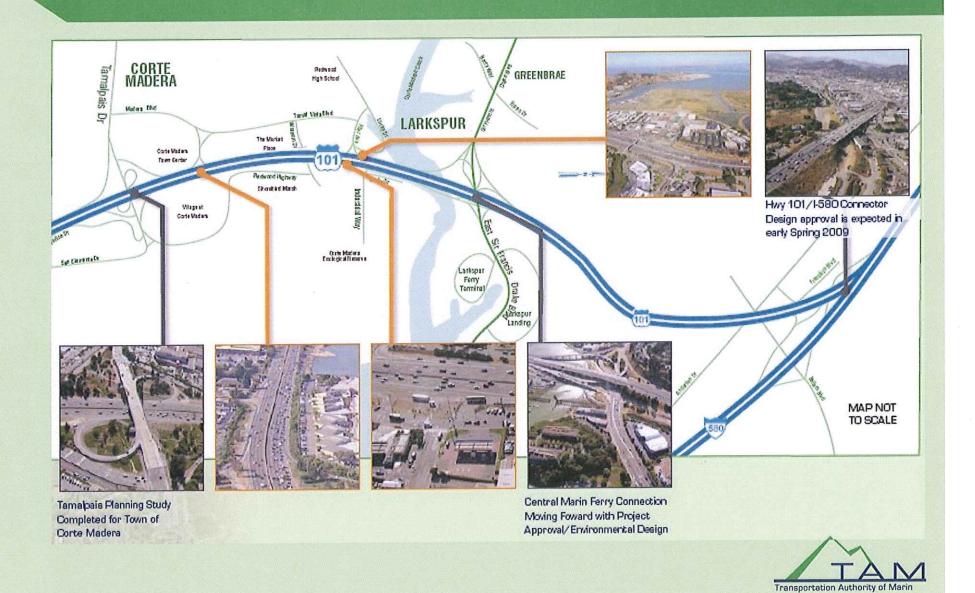
Corte Madera Chamber of Commerce Breakfast Meeting-April 9, 2009

Highway 101
Greenbrae/Twin Cities
Corridor Improvements

Presented by Bill Whitney, P.E. Project Manager



PROJECT AREA



PARTNERS AND ROLES

Transportation Authority of Marin (TAM)

TAM is the sponsoring agency responsible for directing the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project.

California Department of Transportation (Caltrans)

Caltrans serves as the lead agency for environmental review pursuant to the National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA). Caltrans also provides technical oversight, participates in a Technical Advisory Committee and, as "owner" of the freeway facility, ensures that the proposed project components meet state and federal standards and guidelines for operations and safety.

Local Agencies

Local agencies include representatives from agencies and municipalities affected by any improvements. They include: the Town of Corte Madera, City of Larkspur, County of Marin, Marin County Transit District, and Golden Gate Bridge Highway and Transportation District.





















PROJECT OBJECTIVES

Regional Measure 2

 Fund transportation projects within the region that have been determined to reduce congestion in the bridge toll corridor

Project Objectives

The purpose of the proposed project is to improve traffic operations along US Highway 101 through Corte Madera and Larkspur; maintain access to and from US Highway 101 and local businesses and residential areas; reduce traffic congestion on local streets adjacent to US Highway 101; and improve bicycle and pedestrian access to bus stops, the Larkspur Ferry Terminal, and the proposed Larkspur SMART Station using context sensitive design solutions.

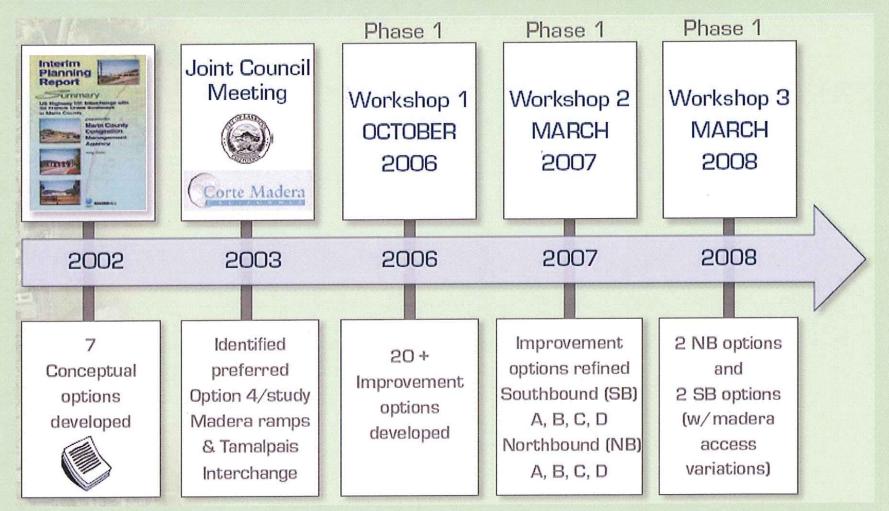


KEY ISSUES RAISED TO DATE

- Community Involvement: Work collaboratively with community and agencies to identify issues and develop solutions
- Local Circulation: Identify potential changes/impacts to adjacent street circulation
- Regional Traffic: Improve corridor congestion and safety
- Environmental: Avoid and/or minimize any potential impacts to sensitive wetland areas and special-status species
- Bicycle and Pedestrian Access: Provide safe/easy access across highway and creek
- Cost: Develop lower cost and less intensive options or focus on other transit solutions
- Local Business Access: Maintain access for shopping centers and other businesses

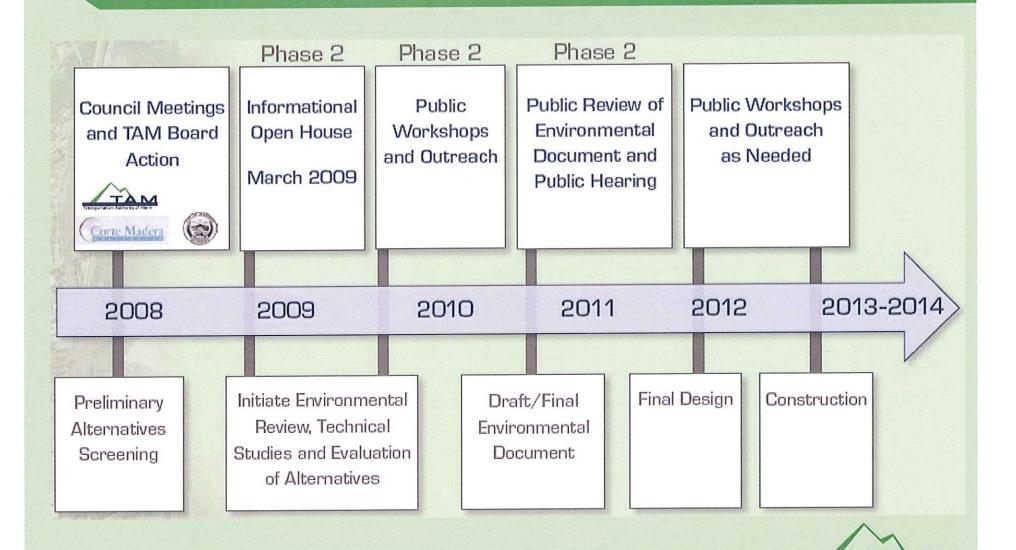


PROJECT DEVELOPMENT TIMELINE





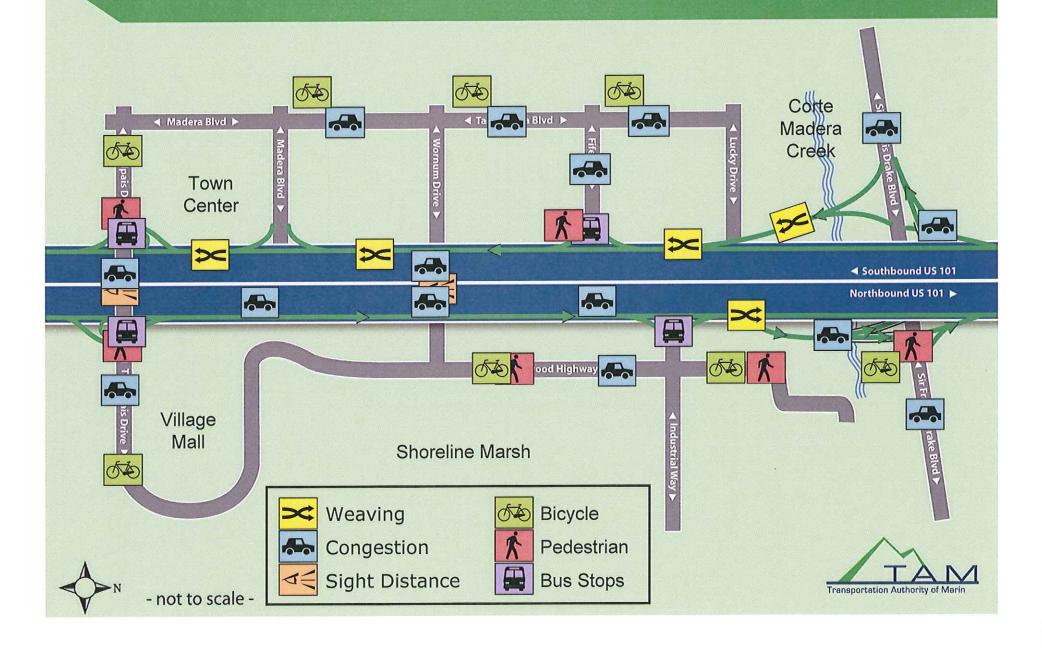
PROJECT DEVELOPMENT TIMELINE



CORRIDOR DEVELOPMENT (1960 TO TODAY)



EXISTING CONDITIONS

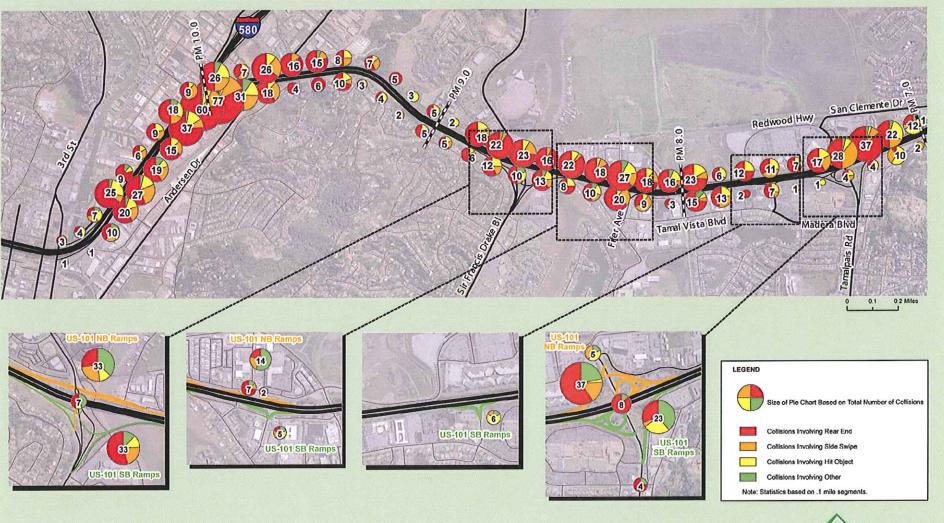


ACTUAL 5 YEAR ACCIDENT RATES

Landin	State Average	Actual 3 year	Actual 5 year	Actual 5 year! Average Rate
Location	Average	o year	o your	Average reace
US 101 Mainline	0.80	0.52	0.93	116%
South			0.93	104%
North	0.80	1.18	0.83	104%
Tamalpais Drive Interchange				
NB Off to Tamalpais Dr	0.80	0.89	1.11	139%
NB On from EB Tamalpais Dr	0.80	0.00		
NB On from WB Tamalpais Dr	0.80	0.38		
SB On from EB Tamalpais Dr	0.80	0.00	0.93	116%
SB On from WB Tamalpais Dr	0.80	1.09		
SB Off to Tamalpais Dr	0.8	0.00		
Madera Blvd Interchange				
SB On from Madera Blvd	0.35	0.43	0.51	146%
SB Off to Madera Blvd	0.35	0.29		
Fifer Ave/Lucky Dr Interchange				
SB On from Fifer Ave	0.35	0.00	0.32	91%
SB Off to Fifer Ave	0.35	0.59		
ndustrial Ave Interchange				
NB Off to Industrial	0.35	0.31	0.62	177%
NB On from Industrial	0.35	0.00		
Sir Francis Drake Blvd Interchange				
NB Off to SFDB	0.58	0.03	0.76	131%
SEG NB Off to WB SFDB	0.58	0.10		
SEG NB Off to EB SFDB	0.58	0.21		
SB On from SFDB	0.58	0.24	0.94	162%
SEG SB On from EB SFDB	0.58	0.06		
SEG SB On from WB SFDB	0.58	0.55		



COLLISIONS BY TYPE





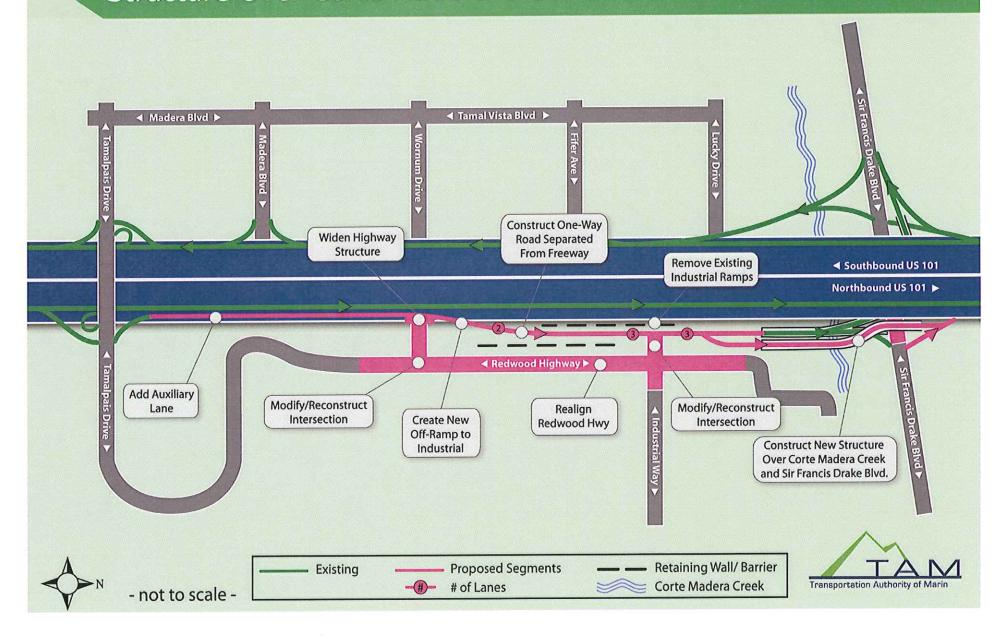
PROJECT ALTERNATIVES UNDER CONSIDERATION

- Northbound Improvement Option D
 Structure Over Corte Madera Creek and Sir Francis
- Northbound Improvement Option E Grade-Separated Ramps at Wornum
- Southbound Improvement Option C
 - Phase 1: Modified Sir Francis Drake/Fifer On-Ramp
 - Phase 2: Grade Separated Off-Ramp to Wornum
 - Phase 3: Replace Tamalpais Interchange;
 Frontage Roads to Madera



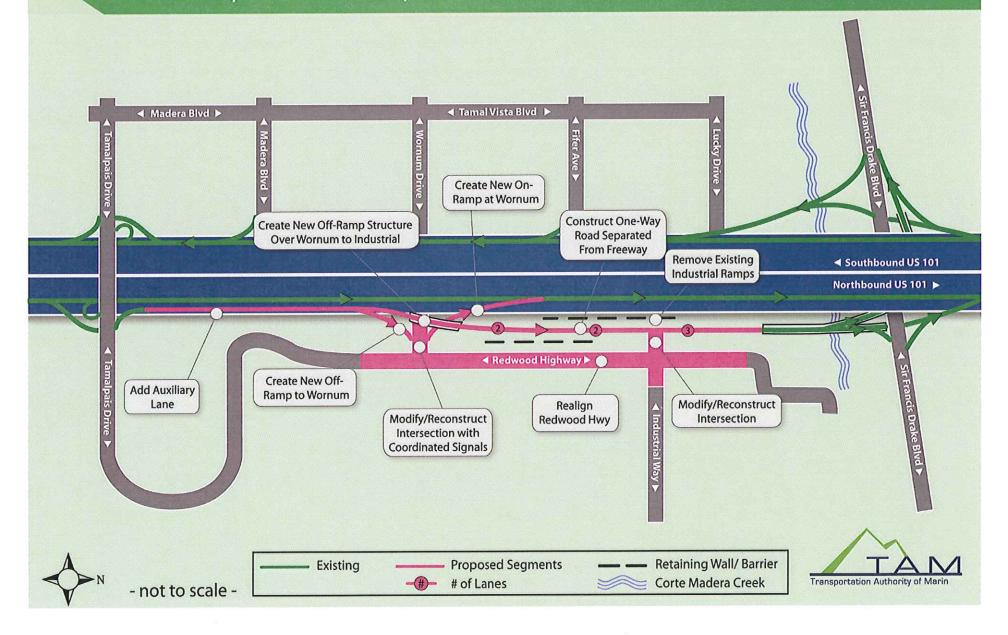
Northbound Improvement Option D

Structure Over Corte Madera Creek and Sir Francis Drake



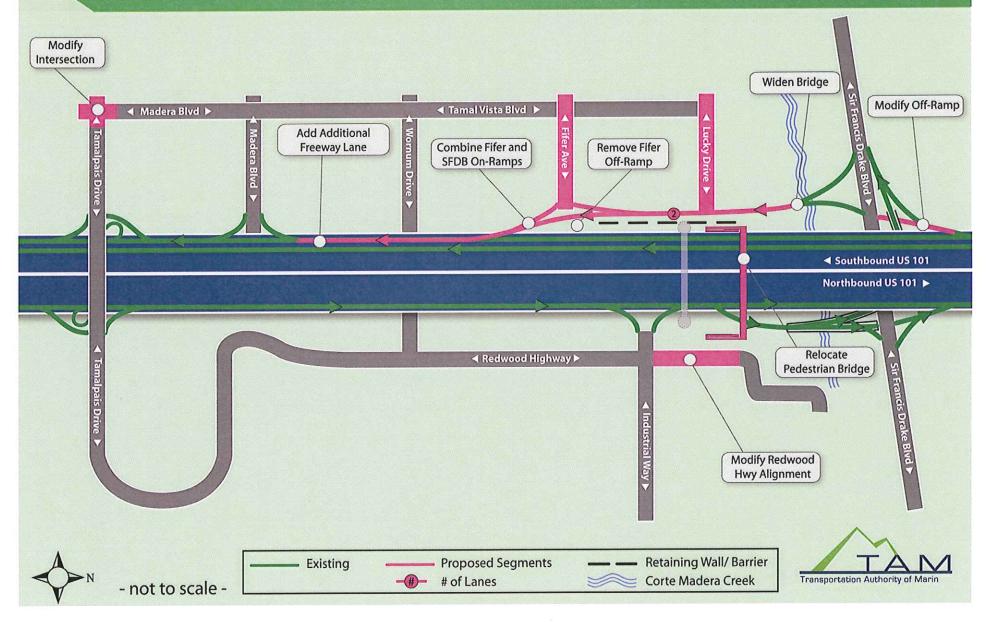
Northbound Improvement Option E

Grade-Separated Ramps at Wornum



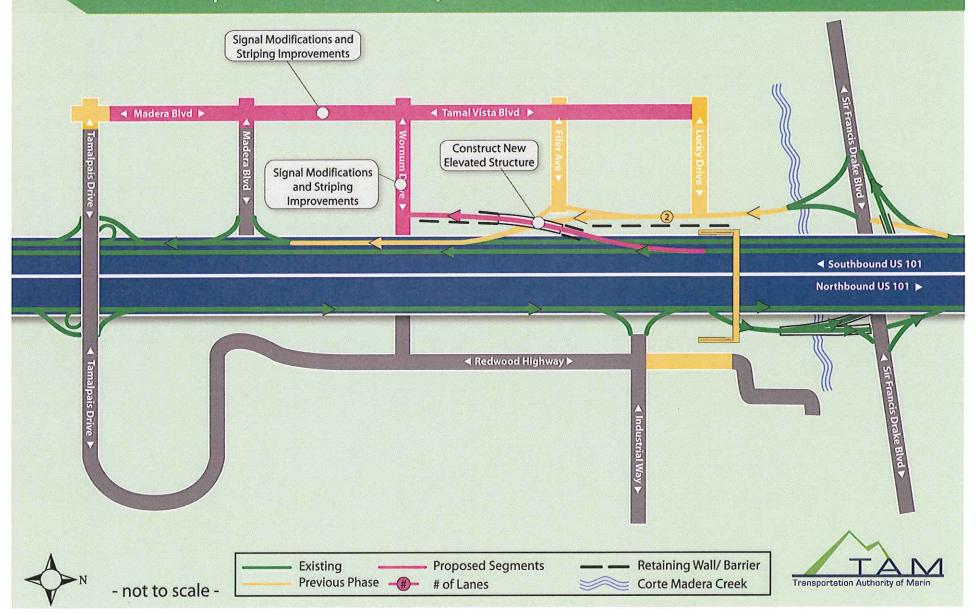
Southbound Improvement Option C, Phase 1

Modified Sir Francis Drake/Fifer On-Ramp



Southbound Improvement Option C, Phase 2

Grade Separated Off-Ramp to Wornum



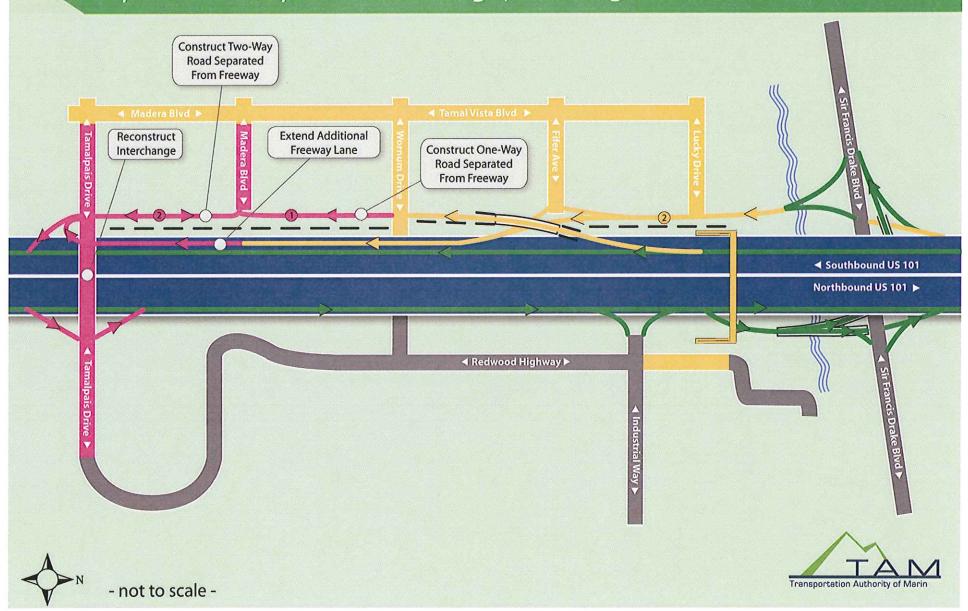
LUCKY/FIFER BRAIDED RAMP





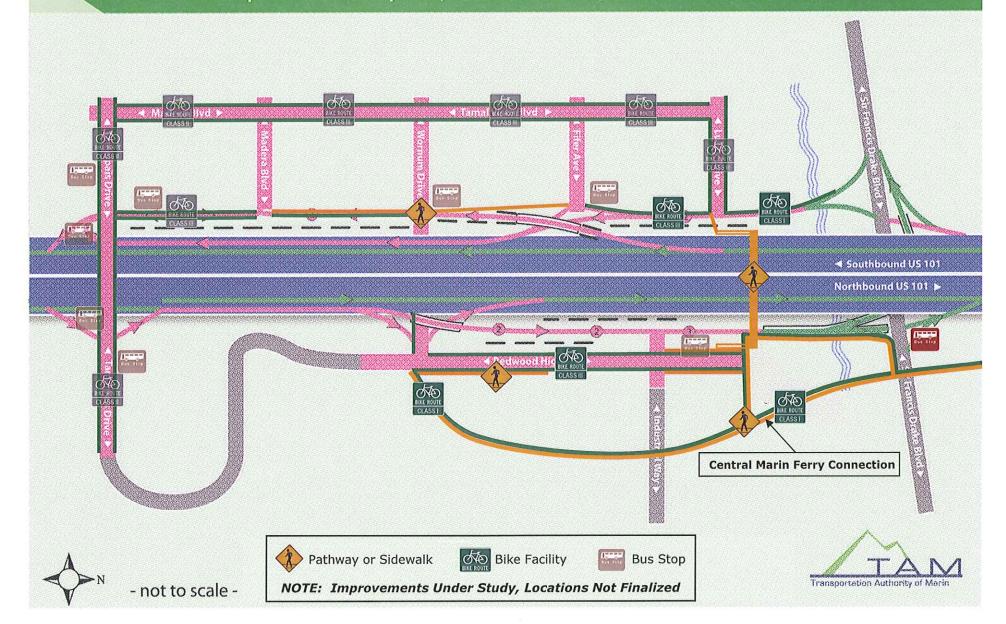
Southbound Improvement Option C, Phase 3

Replace Tamalpais Interchange, Frontage Roads to Madera



Multi-Modal Accessibility

New or Improved Bicycle, Pedestrian, Bus Facilities



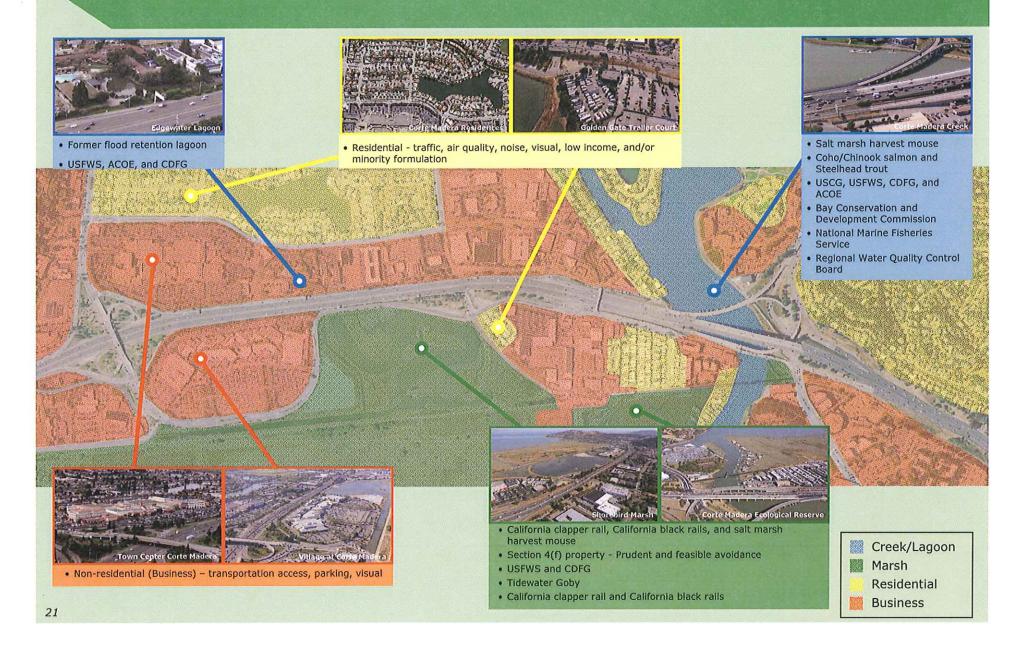
Multi-Modal Accessibility

Central Marin Ferry Connection





ENVIRONMENTAL CONSTRAINTS



PROJECT TECHNICAL STUDIES

Technical studies completed for the project: (Partial List)

- Interim Planning Report Summary 2002
- Tamalpais Drive Interchange Planning Study
- Land Use, Socioeconomic and Community Impacts Technical Memorandum
- Existing Transportation Issues, Opportunities, and Constraints
- Existing and Year 2035 Baseline Traffic Operations Technical Memorandum
- Summary Report, April 2008
- Year 2035 Traffic Forecast Technical Memorandum
- Alternative Screening Memorandum

Technical studies to be completed for the project:

- Phase I Environmental Site Assessment (Hazardous Materials)
- Visual Assessment
- Natural Environment Study (Biological Resources)
- Cultural Resources Studies
- · Geotechnical Study
- Hydrology and Drainage
- Traffic Analysis
- 4(f) Resources
- · Socioeconomic/Community Impacts Assessment
- Noise Analysis
- · Air Quality Analysis
- Paleontology
- Water Quality
- Floodplains



ENVIRONMENTAL REVIEW PROCESS

- National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Lead Agency - Caltrans
- Environmental Document Environmental Assessment/Environmental Impact Report (EA/EIR)
- Environmental Review Milestones
 - Collect data and document existing conditions
 - Conduct resource evaluations/prepare technical study reports
 - Prepare Draft EA/EIR
 - Conduct 45-day public review and public hearing on the Draft EA/EIR
 - Prepare Response to Comments
 - Prepare Final EA/EIR
 - EA/EIR Approval and Certification



NEXT STEPS

- Complete Project Study Report
- Initiate environmental review phase
- Conduct environmental analysis/preliminary engineering design
- Prepare draft environmental document for public review
- Conduct public hearing(s)
- Select preferred alternative
- Project approval, final design, and construction

CONTACT INFORMATION

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